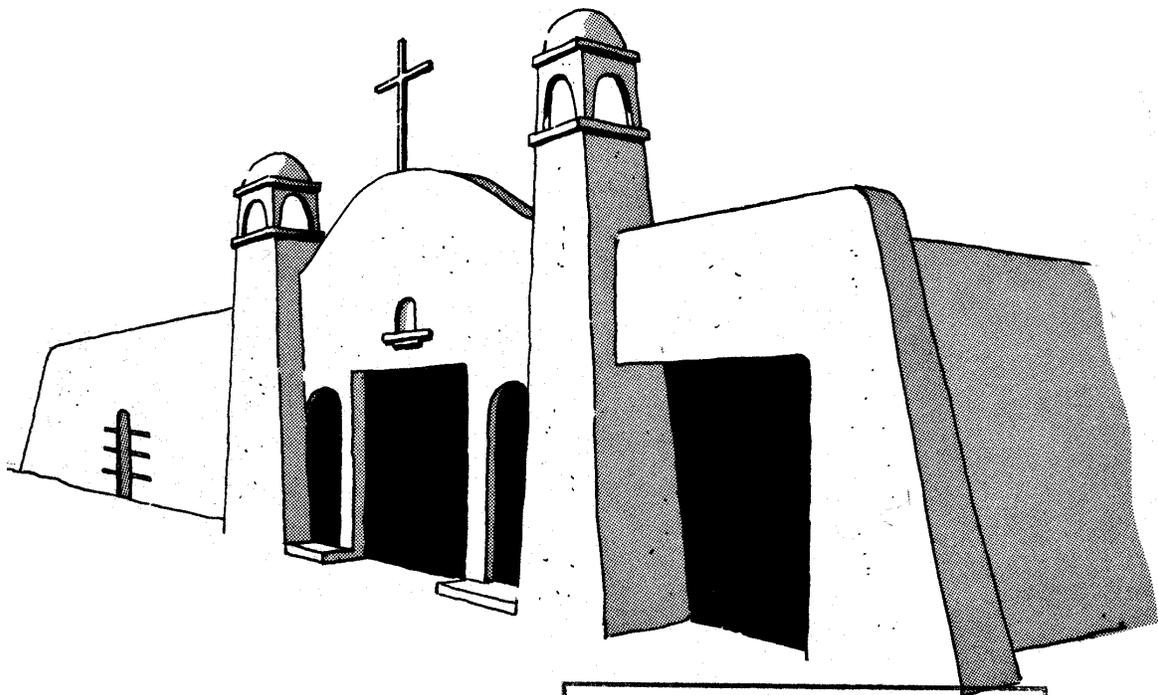


UNIT 6 NEIGHBORHOOD LAND USE & CIRCULATION PLAN



MARCH 1976

ADOPTED BY THE MAYOR
AND COUNCIL ON:

1-10-77

UNIT 6 NEIGHBORHOOD LAND USE & CIRCULATION PLAN

Prepared by the City of Tucson Planning Department
March 1976

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CITY OF TUCSON PLANNING DEPARTMENT

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**Mayor and Council: -September 27, 1976 - Resolution #9970 (Adoption)
January 10, 1977 - Resolution #10084 (Amendment)
March 15, 1982 - Resolution #11781 (Amendment)**

HEARINGS

Mayor and Council - September 27, 1976
March 15, 1982

Planning Commission - May 5 & 26, 1976
February 3, 1982

INTRODUCTION

Profile/Related Plans

The Unit 6 area is bounded on the north by Grant Road, on the east by Miracle Mile, on the south by Speedway Boulevard, and on the west by I-10. The Southern Pacific Railroad tracks run along the western boundary of the area. The area of the plan is 0.62 square miles.

The Unit 6 area was part of Tucson's Model Cities program, and although the program itself was completed, the Model Cities designation for this area was retained. The Unit 6 area is made up of several smaller neighborhoods including: Pascua/Adelanto, Oracle Park and Sahuaro. It also contains the Tucson House highrise apartment building.

Purpose

The *Unit 6 Plan* was prepared at the request of the Mayor and Council to complete the planning process initiated by the Model Cities program, to respond to rezoning requests received from the area, and to assess the development potential of the area.

The plan's primary objective is to stabilize the balance of residential, commercial, and industrial uses and remove some of the circulation conflicts experienced by area residents.

Adopted Policies and Recommendations

LAND USE PLAN

The primary objective of the land use plan for the Unit 6 area is to stabilize the balance of residential, commercial and industrial uses in the area. In addition, the following Inner City Revitalization and Neighborhood objectives are identified:

1. Inner-City Revitalization Objectives
 - a) Develop land use plans and improvement programs for the inner-city.
 - b) Increase housing opportunities and all related household and people related services essential to a desirable living environment.
 - c) Preserve and increase employment opportunity for citizens of the inner-city.
 - d) Assist in community efforts to achieve racial balance in schools.
 - e) Protect unique culture, heritage, ethnic pride and identity of all population groups; reduce isolation and increase social, education and economic opportunities for individual development.

Unit 6 Neighborhood Land Use & Circulation Plan

2. Neighborhood Objectives
 - a) Increase the amount of residential development in Unit 6.
 - b) Provide a "linkage" between the northern and southern neighborhoods in the area.
 - c) Increase the population within the plan area.
 - d) Allow existing commercial and industrial uses to continue.
 - e) Provide buffers between residential and other uses.
 - f) Separate residential traffic circulation from other traffic in the area.
 - g) Protect Pascua Plaza from encroachment of non-compatible uses.
 - h) Locate major truck routes around, rather than through, residential areas.

To objectively deal with these objectives, the following recommendations are made:

Residential

- Developers of federal assisted housing programs such as FHA 235 and 236 as well as conventionally financed housing are encouraged to locate in the area.
- Local organizations such as the Tucson Community Development/ Design Center whose purpose is to provide assistance in upgrading housing conditions are encouraged to continue to offer service to area residents.
- Any documented evidence of illegal practices designed to prevent housing opportunity such as "redlining" should be actively investigated and appropriate measures taken towards elimination of the activity.
- Unit 6 area residents are encouraged to take full advantage of opportunities to improve the appearance of the area such as the Operations Department's annual trash pick-up.
- The Department of Community Development is encouraged to continue to assist residents explore means to obtain funds and assistance to upgrade the housing in the area.
- The Planning Department will review requests for multi-family and all non-residential development for design and screening to protect adjacent development in terms of aesthetics and consequent property values and to generally enhance the values in the area.

- The City Board of Adjustment should favorably receive and consider applications for lot area and yard variances where substandard lots exist and better lot utilization would result.
- The half-block on the north frontage between 14th Avenue and 13th Avenue should develop as apartments, an extension of the use in the area now.
- The block between Sahuaro on the north, 14th Avenue on the west, Rillito on the south and 13th Avenue on the east should remain in mobile home uses.
- The half-block fronting on the south side of Rillito between 14th Avenue on the west and 13th Avenue on the east excluding the southwest corner of Rillito and 13th Avenue should remain in mobile home use. The excluded corner should remain in commercial uses.
- The property located between Ventura on the north, Plata on the south, and between 15th Avenue on the west and 13th Avenue, if extended, on the east should be given two basic alternatives: A) it might develop commercial or light industry, or B) medium density residential; C) in addition, if assembled, the area south of this property and east of 15th, if assembled and/or requested, should be considered for medium density.

Commercial

- Commercial uses are urged to offer employment opportunity to residents in the area on a priority basis.
- Commercial uses are encouraged to screen, landscape and otherwise improve their property to assist in upgrading the area. Native vegetation is encouraged due to low maintenance costs and low water usage.
- The Lee On Market on Calle Sierra between 15th Avenue and Calle Central is recommended to remain in neighborhood commercial use. Due to the location of this store surrounded by industrial uses, it is recommended it remain nonconforming. Any substitution or zoning change allows maximum adjacent resident participation and safeguard to ensure it remains as compatible with neighbors.
- The existing B-2 zoned area extending from the property of the Hilton Inn and Miracle Mile, extending north along Miracle Mile to Lester on the north, extending west along Lester to 15th Avenue and south to the alley between Lester and Elm Street should be medium intensity commercial. The current intensive uses and height allowed are inappropriate and the zoning should be reclassified.

Unit 6 Neighborhood Land Use & Circulation Plan

- The industrially zoned area east of 15th Avenue and south of the alley south of Lester, extending to the Oracle Park area should be residentially developed. Either low or medium density residential would help provide housing opportunity, buffer existing residential areas and protect the Tucson House and Hilton Inn from inappropriate industrial development.
- The Hilton Inn is appropriately developed commercially and should not be left in its current industrial classification as actual development in the industrial use would be inappropriate.
- The Tucson House is appropriately developed as a mixture of high-density residential development and commercial uses.
- The B-2H zoned property fronting Main extending to the alley to the east on the west and from the alley north of Mabel south of Speedway, and the Speedway frontage extending to the alley on the north, and from Main on the east and the Southern Pacific Railroad tracks on the west should be low-rise wholesale, retail and office uses.

Industrial

- Industrial uses are urged to offer employment opportunity to residents in the area on a priority basis.
- Industrial firms are urged to screen, landscape and otherwise improve their property to assist upgrade the area. Native vegetation is encouraged due to low maintenance costs and low water usage.
- Park industrial type development, with appropriate screening, should be permitted on the existing vacant land along the western edge of the Oracle Park Neighborhood. Specific development requests to ensure compatibility should, at a minimum, include the following provisions:
 - that appropriate screening such as a six foot masonry wall be provided when abutting residential uses or zones;
 - that the building height limitation be 40 feet;
 - that the building setbacks be 20 feet;
 - that noise be addressed in building design elements; and
 - that truck traffic be directed to 15th Avenue per the Circulation Plan recommendations.

(March 15, 1982, Resolution #11781, U6NP Park-Industrial Policy)

Recreation

- A neighborhood park of from 5 to 10 acres is recommended. This might be achieved by combining the Richey School playground and adjacent MAYO owned property to the west. If this is not successful, an alternative site should be selected with input on location solicited from residents.

CIRCULATION PLAN

The primary objective of the Circulation Plan is to provide safe and convenient access for internal movement of residents whether travelling by auto, bicycle or foot and to provide for movement of trucks to and from commercial and industrial areas with little conflict with residential traffic. To accomplish this and other objectives identified in the text, the following specific recommendations are made:

Truck Routes

- The current truck route established in this area along 15th Avenue by Ordinance No. 3448 should be modified to allow permit loads only.
- A truck route should be signed entering at the median opening at Grant Road and 15th Avenue, proceeding south to Sahuaro, east to 14th Avenue, to Lester and east to Miracle Mile. This route should be instituted when 14th Avenue is extended between Ventura and Plata.
- A second truck route should be signed along 15th Avenue from Helen on the south, north to Lester, then east to Miracle Mile.
- A third truck route should be signed along Calle Poniente from Calle Progresso on the south to Grant Road.
- Street Acquisitions, Abandonments, and Cul-de-Sacs
- 14th Avenue should be extended between Ventura and Plata.
- Calle Adelanto and Calle Retama dead end at the Southern Pacific railroad tracks. These streets should be cul-de-saced to provide turn-around space and prevent through traffic.
- Several residential units face private property south of Calle Adelanto and have no public access. To relieve the current necessity to trespass, sufficient right-of-way should be acquired to provide safe and convenient access. If development approval is requested along this area, a 20 foot right-of-way should be dedicated and improved.

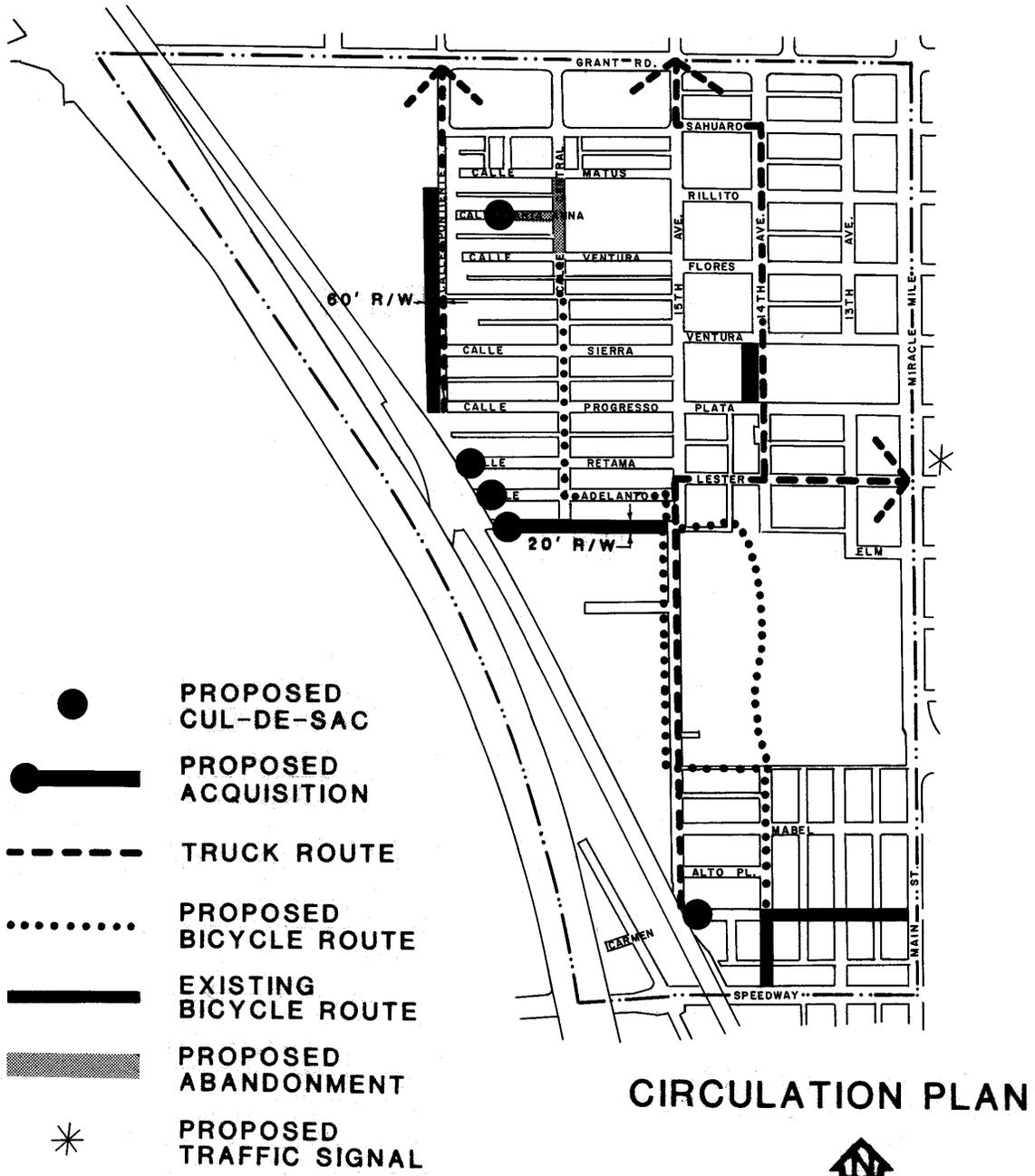
Unit 6 Neighborhood Land Use & Circulation Plan

- Calle Santa Ana should be cul-de-saced between Calle Poniente and Calle Central with the eastern portion of Calle Santa Ana vacated if adjacent property is purchased and developed as a neighborhood park. In conjunction with this, Calle Matus, the alley between Calle Matus and Calle Santa Ana, Calle Santa Ana, the alley between Calle Santa Ana and Calle Ventura, and Calle Ventura should be connected with Calle Poniente. Finally, Calle Central should be vacated except for 16 foot alley outlets between Calle Ventura and Calle Matus.
- Calle Poniente should be brought up to a standard 60 foot local collector width from Calle Progresso to Grant Road as it ranges from 30 feet to 60 feet at present and is designated for truck traffic.
- Helen Street is recommended to be cul-de-saced at its western edge adjoining the railroad tracks. This will prevent through traffic from crossing private property onto 15th Avenue.
- A traffic signal should be put at Lester and Miracle Mile when warrants justify.
- All truck routes should be 40 ft. pavement widths.

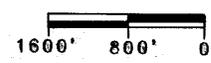
Bicycle Route

- A bicycle route should be signed extending from the currently adopted route at 14th Avenue and Helen north along Helen and the Helen alignment to the alley right-of-way south of Lester, west to 15th Avenue and north to Calle Adelanto, west to Calle Central, then north to Richey School. This route will provide bicycle access for the children in Oracle Park to Richey School.

(January 10, 1977, Resolution #10084, U6NP Circulation Plan)



(CIRCULATION PLAN AMENDED ON JANUARY 10, 1977, RESOLUTION #10084)



MODEL CITIES UNIT 6

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